



WELCOME

I-66 Transit/Transportation Demand Management Study

Public Information Meeting

SCHEDULE

6:30 p.m. to 9:00 p.m. – Open House

7:00 p.m. – Presentation and Q&A

8:00 p.m. – Presentation and Q&A

FOR MORE INFORMATION

www.drpt.virginia.gov/activities/I66study.aspx



STUDY OVERVIEW

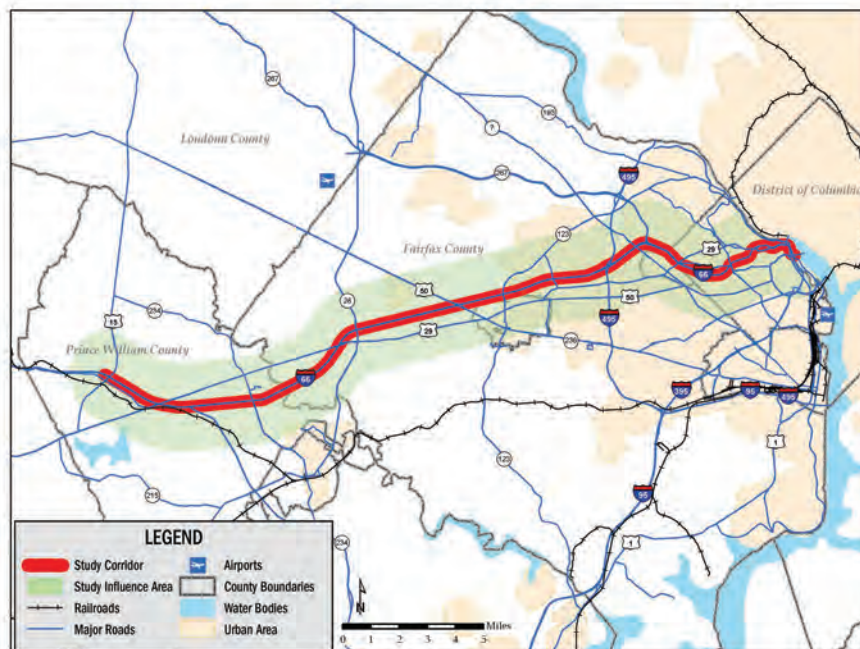
Study Goal

To identify more transportation choices through transit and transportation demand management (TDM) enhancements that will increase mobility in the I-66 corridor.

Study Scope

- Study the I-66 corridor from Washington D.C., to Haymarket
- Evaluate short- and medium-term transit and TDM improvements and make recommendations
- Managed by DRPT in coordination with a Technical Advisory Committee consisting of local, state, regional and federal jurisdictional/agency staff

Study Corridor





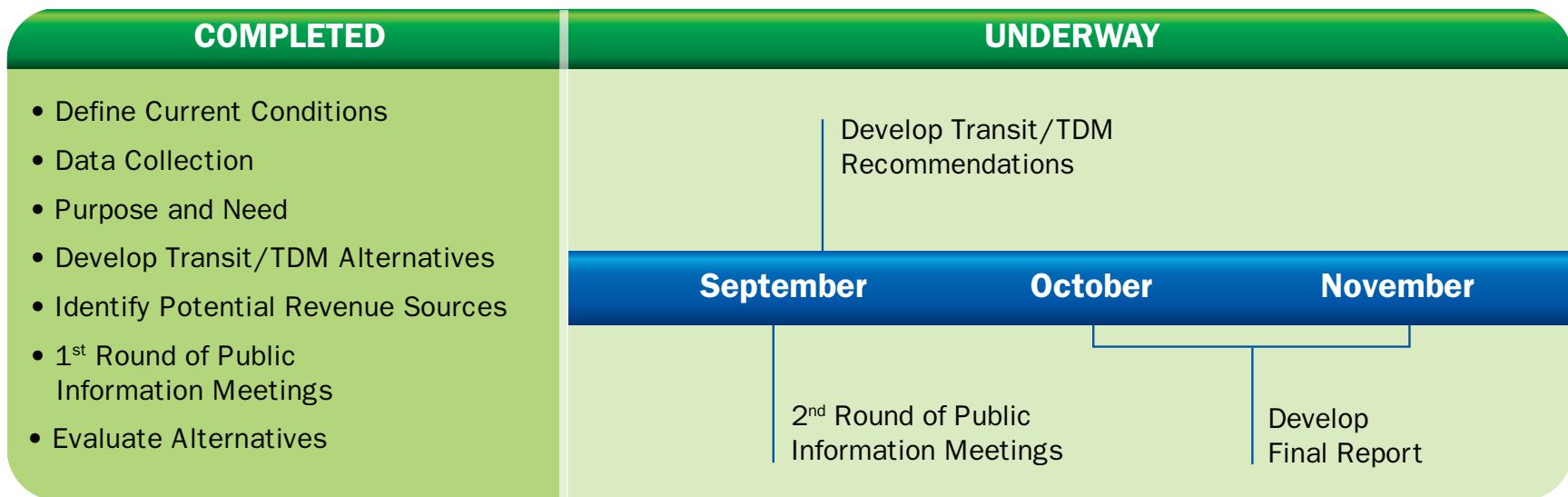
POTENTIAL TRANSIT/TDM IMPROVEMENTS TO BE STUDIED

- Additional carpooling, vanpooling and slugging options
- Enhancements to transit routes
- New local feeder buses
- Neighborhood circulators/shuttle buses
- Bus Rapid Transit infrastructure and services
- Improvements to transit stations, including bike/pedestrian access
- New or expanded park and ride lots
- Transit stations at major activity centers
- Operating buses on shoulders, queue jumpers and other strategies





PROCESS AND NEXT STEPS



Study Activities



EXISTING CONDITIONS

I-66 Corridor, Outside Capital Beltway

- 198 buses per day
- Orange Line Metrorail service
- 47% of commuter trips are going to D.C. core on transit

I-66 Corridor, Inside Capital Beltway

- 144 buses per day
- Orange Line Metrorail service
- 75% of commuter trips are going to D.C. core on transit



FORECAST CONDITIONS (2030)

Growth in the Corridor

- Approximately 25% more trips originate in the corridor, but travel patterns change with less emphasis on “downtown” commutes
- Despite the gradual shift in commuter patterns, transit mode share in the I-66 corridor remains high
- Commuter market is most effectively served by transit

I-66 Corridor, Outside Capital Beltway

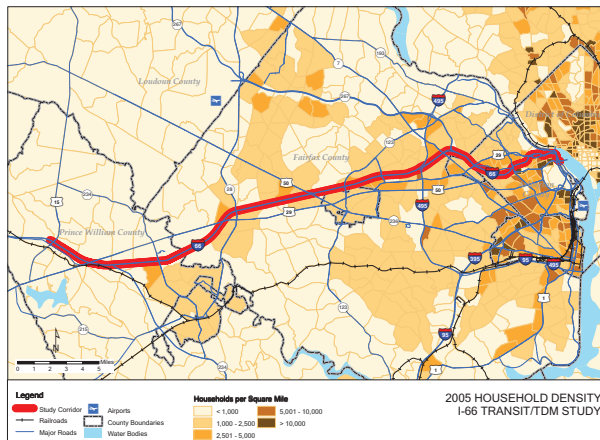
- Orange Line Metrorail service
- 48 to 114 more buses per day
- 50% of commuter trips are going to D.C. core on transit

I-66 Corridor, Inside Capital Beltway

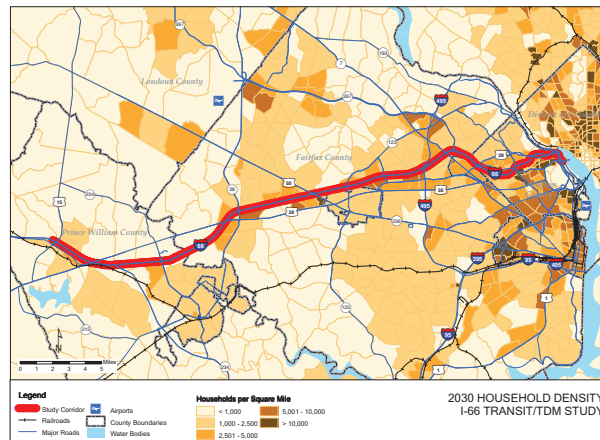
- Orange Line Metrorail service
 - 24 to 48 more buses per day
 - 78% of commuter trips are going to D.C. core on transit
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2005 HOUSEHOLD DENSITY (households per square mile)



2030 PROJECTED HOUSEHOLD DENSITY (households per square mile)



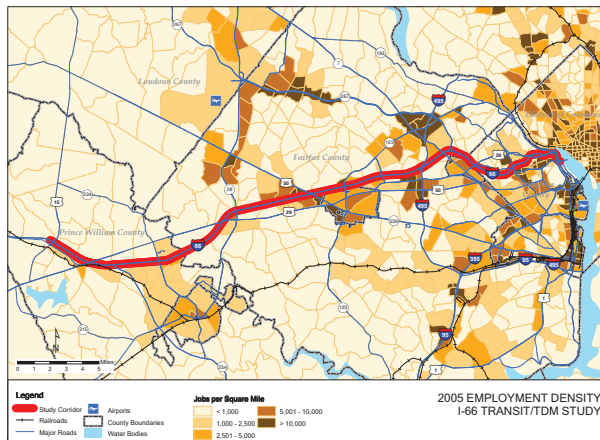
Source: MWCOC Round 7.1 Cooperative Land Use Forecasts

2005-2030 PROJECTED HOUSEHOLD GROWTH (new households per square mile)

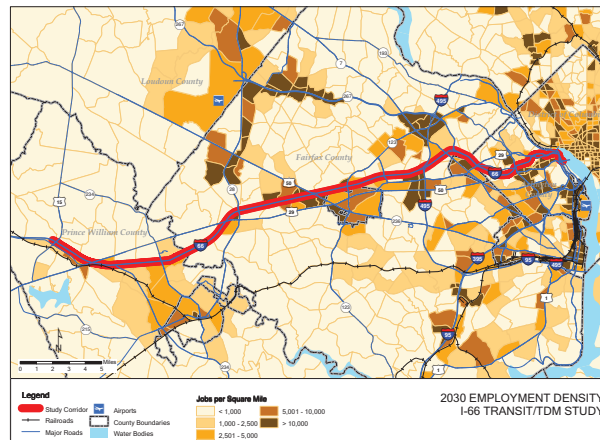




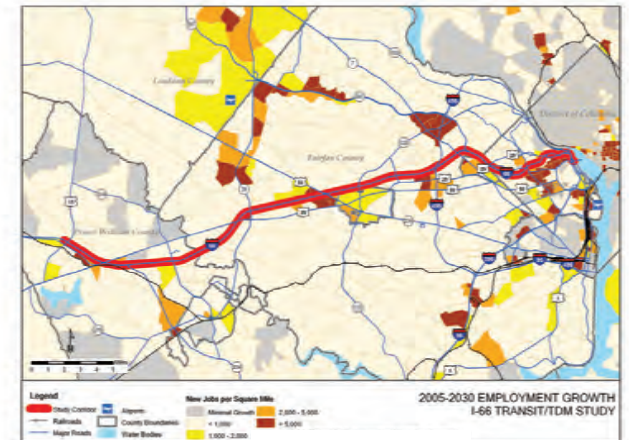
2005 EMPLOYMENT DENSITY (jobs per square mile)



2030 PROJECTED EMPLOYMENT DENSITY (jobs per square mile)



2005-2030 PROJECTED EMPLOYMENT GROWTH (new jobs per square mile)



Source: MWCOC Round 7.1 Cooperative Land Use Forecasts



KEY STAKEHOLDER FINDINGS

Over 40 stakeholders were interviewed about their preferences for mobility in the I-66 corridor.

Key stakeholders included:

- Elected and appointed officials
- Homeowner and civic associations
- Chambers of commerce
- Northern Virginia Realtors Association
- Metro, Potomac and Rappahannock Transportation Commission (OmniRide), Rideshare

Key findings included:

- Traffic congestion in the I-66 corridor should be addressed as soon as possible
- There is not just one solution to traffic congestion but rather a mix of improvements will be needed
- Recommended improvements include:
 - Improved HOV – hours of use, number of people required, consistency of regional networks, and reverse usage
 - Improved bus service including priority bus options until Metrorail can be expanded
 - Increased capacity at park and ride lots
 - Increased cooperation between agencies
- Bus Rapid Transit (BRT) – Most stakeholders consider that BRT is a low cost alternative to rail, a precursor to rail, and that it makes good sense for this region



MARKET RESEARCH FINDINGS

Online market research was conducted to:

- Understand current travel patterns
- Identify factors guiding commuting decisions
- Identify interest in potential transit/TDM improvements in the I-66 study corridor

Key Findings:

- The **most important factors** in choosing transit modes are:
 1. Time savings
 2. Cost savings
 3. Service reliability
 - 66% of those who drive alone expressed interest in shifting to transit
 - BRT with limited stops is an attractive option
 - Improved access to stations will improve usage
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PRELIMINARY FINDINGS

- Enhancing priority bus infrastructure and services contributes to transportation choices and improved mobility
 - D.C., Rosslyn-Ballston, and Tysons Corner are major transit destinations
 - Express services are most attractive
 - Operating express bus service to D.C. through the Ballston Station area generates significant ridership
 - Metrobus Express service on U.S. 29 and U.S. 50 offers 35 minutes of travel time savings
 - Improved convenience and comfort amenities help attract more riders
 - Reliable travel time performance of the HOV lane would enhance the transit ridership potential in the corridor
 - Expanding park and ride opportunities is important to growing transit ridership
 - Land use will play a critical role in determining the corridor transit usage potential
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PRELIMINARY FINDINGS

- Vienna Metrorail direct access ramp
 - Proposed ramp from HOV lane at Vaden Drive provides fast and direct transit access to the station
 - Yields about 5 minutes of transit travel time savings and operational efficiencies
 - Eliminates merging and weaving movements across general-purpose lanes, helping reduce congestion
 - Already moving toward preliminary engineering
- Important complementary transit services
 - Dulles Corridor Metrorail will benefit the I-66 corridor
 - Serves the strongest reverse transit markets
 - Becomes attractive option for some I-66 corridor commuters
- Route 28 corridor needs further study as to appropriate transit infrastructure and services



STUDY RECOMMENDATIONS: PROPOSED SERVICES

Improve convenience of corridor express bus services

- Traveler information system upgrades (e.g., next bus, message notification)
- Customer comfort and productivity amenities (e.g., seating at stations, WiFi service)

Increase levels of bus service

- Higher frequency of service (shorter wait times) on selected routes (OmniRide Linton Hall to D.C., Manassas OmniLink, Manassas Park OmniLink, and WMATA Columbia Pike-Farragut Square Line)
- New express service on U.S. 29 and U.S. 50 (Metrobus Express services)

Serve additional transit destinations

- More service direct to Tysons Corner
- More bus service into D.C.

Enhance transit-supportive transportation demand management (TDM) strategies

- Rideshare programs
 - Transit information programs
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STUDY RECOMMENDATIONS: PROPOSED INFRASTRUCTURE

All

- Proposed infrastructure does not preclude future rail service
- Proposed station locations will be selected with consideration of potential future rail service (i.e., can serve as future multimodal centers)

2015

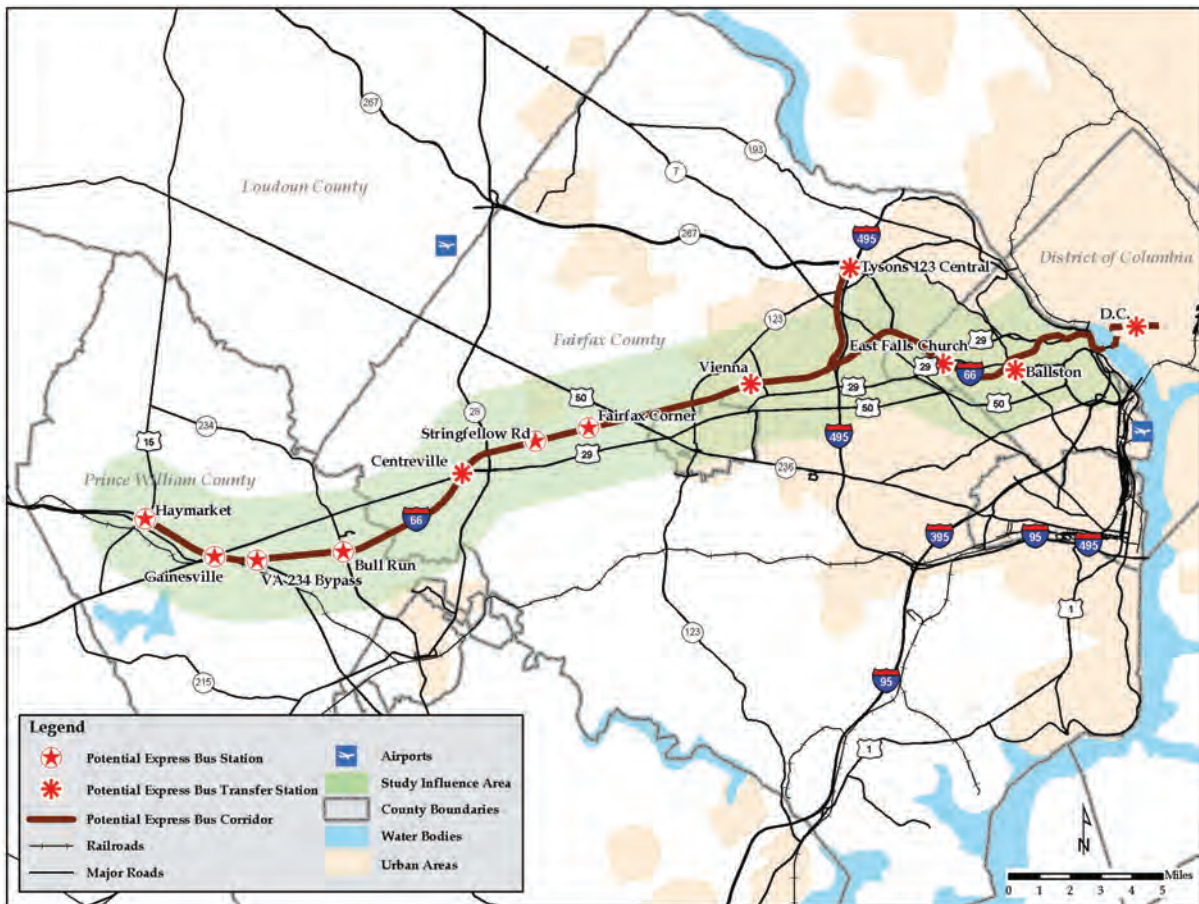
- Enhance park and ride facilities, such as expanding existing Stringfellow Road lot and constructing new Cushing Road lot
- Implement recommendations from forthcoming VDOT I-66 HOV Lane Operational Study
- Construct direct access ramps from HOV lane at Vienna Metrorail Station, Stringfellow Road, and Monument Drive
- Dulles Corridor Metrorail opened to Wiehle Avenue

2030

- Further expand existing corridor park and ride lots and potentially construct new lots
 - Continue constructing direct access ramps from HOV lane at additional locations, including (potentially) Centreville, Bull Run, VA 234, Haymarket on transit
 - Dulles Corridor Metrorail opened to Dulles Airport and Loudoun County
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STATIONS AND PARKING



Potential stations and park and ride locations were identified in the I-66 corridor which could serve express bus services



HAYMARKET

Station Location Options



Haymarket Station Map 2015 - Option 1



Haymarket Station Map 2015 - Option 2



Haymarket Station Map 2030



GAINESVILLE

Station Location Options



Gainesville Station Map 2015 - Option 1



Gainesville Station Map 2015 - Option 2



Gainesville Station Map 2030



VA 234 BYPASS

Station Location Options



VA 234 Bypass Station Map 2015



VA 234 Bypass Station Map 2030



BULL RUN

Station Location Options



Bull Run Station Map 2015

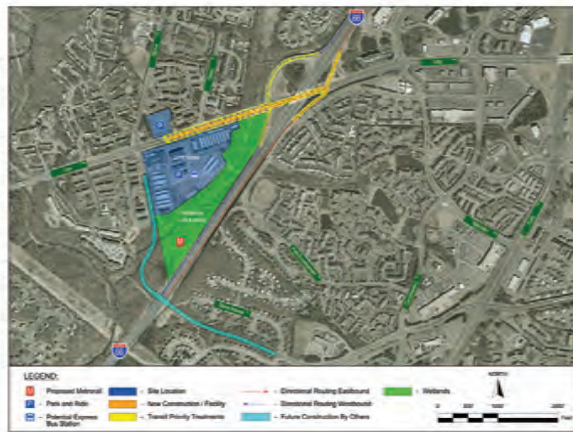


Bull Run Station Map 2030



CENTREVILLE

Station Location Options



Centreville Station Map 2015



Centreville Station Map 2030



STRINGFELLOW ROAD

Station Location Options



Stringfellow Road Station Map 2015



Stringfellow Road Station Map 2030



FAIRFAX CORNER

Station Location Options



Fairfax Corner Station Map 2015 and 2030

VIENNA/FAIRFAX-GMU

Station Location Options



Vienna/Fairfax-GMU Station Map 2015 and 2030



EAST FALLS CHURCH

Station Location Options



East Falls Church Station Map 2015



East Falls Church Station Map 2030



BALLSTON

Station Location Options



Ballston Station Map 2015



Ballston Station Map 2030



NEXT STEPS

A first step...

- This study is examining short- and medium-term improvements and is the first step toward implementing transit and TDM improvements along the I-66 Corridor
- Results will be used to develop project-specific plans to implement enhanced transit and TDM services over the next 5 to 15 years

This study's results will inform the I-66 Multimodal Studies which are underway...

- Attributes study draft report due spring 2010
- Key issues draft report due spring 2010
- Draft NEPA document(s) due 2011

More information about the I-66 Multimodal Studies can be found at: www.virginiadot.org/projects/studynova-rt66.asp



STAY INVOLVED

Participate in Tonight's Meeting

Provide Comments on the Study

- Complete a comment card and leave in the boxes provided
- Mail comments to:
DRPT Public Information Office
600 E. Main St., Suite 2102
Richmond, VA 23219
- E-mail comments to drptpr@drpt.virginia.gov
- Comments will be accepted until October 9, 2009

Receive Study Updates Electronically

- Sign up at the registration desk or e-mail request to drptpr@drpt.virginia.gov